

WHAT IS CLAIMED IS:

1. A method for controlling the idle speed of an engine within a hybrid electric vehicle including a generator having a rotor assembly which is operatively coupled to an engine, said method
5 comprising the steps of:

determining whether a first set of vehicle idle entry conditions are met, wherein said first set of vehicle idle entry conditions comprises whether the vehicle is below a predetermined maximum idle
10 speed and whether an accelerator pedal is below a predetermined minimum pedal position;

scheduling a desired engine brake torque and selectively activating a vehicle system controller to control said generator to schedule a
15 desired engine speed and producing a first desired effect when a first set of operating conditions is present;

selectively activating an engine controller to control engine idle speed when a second set of
20 operating conditions is present; and

turning off the engine when said first set of conditions is not present and when the engine has

been in a current vehicle idle mode for a predetermined amount of time.

2. The method of claim 1, wherein the step of scheduling a desired engine brake torque and
5 selectively activating a vehicle system controller to control said generator to schedule a desired engine speed and producing a first desired effect when a first set of operating conditions is present comprises the step of scheduling a desired engine
10 brake torque and selectively activating a vehicle system controller to control said generator to schedule a desired engine speed to produce a first desired effect when a state of charge of a battery is below a predetermined battery minimum state of
15 charge.

3. The method of claim 1, wherein the step of scheduling a desired engine brake torque and selectively activating a vehicle system controller to control said generator to schedule a desired engine
20 speed and producing a first desired effect when a first set of operating conditions is present comprises the step of scheduling a desired engine brake torque and selectively activating a vehicle

system controller to control said generator to
schedule a desired engine speed to produce a first
desired effect when a vacuum level in a climate
control reservoir is below a predetermined minimum
5 climate control vacuum level.

4. The method of claim 1, wherein the
step of scheduling a desired engine brake torque and
selectively activating a vehicle system controller to
control said generator to schedule a desired engine
10 speed and producing a first desired effect when a
first set of operating conditions is present
comprises the step of scheduling a desired engine
brake torque and selectively activating a vehicle
system controller to control said generator to
15 schedule a desired engine speed to produce a first
desired effect when a vacuum level in a brake system
reservoir is below a predetermined brake system
vacuum level.

5. The method of claim 1, wherein the
20 step of scheduling a desired engine brake torque and
selectively activating a vehicle system controller to
control said generator to schedule a desired engine
speed and producing a first desired effect when a

first set of operating conditions is present
comprises the step of scheduling a desired engine
brake torque and selectively activating a vehicle
system controller to control said generator to
5 schedule a desired engine speed to produce a first
desired effect when a vacuum level in a powertrain
vacuum mount reservoir is below a predetermined
minimum powertrain mount vacuum level.

6. The method of claim 1, wherein the
10 step of scheduling a desired engine brake torque and
selectively activating a vehicle system controller to
control said generator to schedule a desired engine
speed and producing a first desired effect when a
first set of operating conditions is present
15 comprises the step of scheduling a desired engine
brake torque and selectively activating a vehicle
system controller to control said generator to
schedule a desired engine speed to produce a first
desired effect when a vapor canister contained within
20 a fuel system requires purging.

7. The method of claim 1, wherein the
step of scheduling a desired engine brake torque and
selectively activating a vehicle system controller to

selectively activating a vehicle system controller to
control said generator to schedule a desired engine
speed and producing a first desired effect when a
first set of operating conditions is present
5 comprises the step of scheduling a desired engine
brake torque and selectively activating a vehicle
system controller to control said generator to
schedule a desired engine speed to produce a first
desired effect when a catalyst has cooled below a
10 predetermined minimum catalyst temperature.

10. The method of claim 1, wherein the
step of scheduling a desired engine brake torque and
selectively activating a vehicle system controller to
control said generator to schedule a desired engine
15 speed and producing a first desired effect when a
first set of operating conditions is present
comprises the step of scheduling a desired engine
brake torque and selectively activating a vehicle
system controller to control said generator to
20 schedule a desired engine speed to produce a first
desired effect when air conditioning has been
requested by a vehicle operator.

speed and whether an accelerator pedal is below a predetermined minimum pedal position;

scheduling a desired engine brake torque and selectively activating a vehicle system controller to control said generator to schedule a desired engine speed and produce a first desired effect when a first set of operating conditions is present, wherein said first set of operating conditions is selected from the group consisting of a low battery state of charge, a low climate control vacuum level, a low brake system reservoir vacuum level, a low powertrain mount vacuum level, a high fuel tank pressure, the existence of a minimum time period since a last vapor canister purging, the existence of current vapor canister purging, the existence of a learned adaptive fuel table for the current driving mode, a low engine temperature, a low catalyst temperature, and the state of activation of an air conditioning switch;

selectively activating an engine controller to control engine idle speed when a second set of operating conditions is present;

turning off the engine when said first set of conditions is not present and when the engine has

been in a current vehicle idle mode for a predetermined amount of time, otherwise maintaining said current vehicle idle mode.

16. The method of claim 15, wherein the
- 5 step of selectively activating an engine controller to control engine idle speed when a second set of operating conditions is present comprises the step of selectively activating an engine controller to control engine idle speed when:
- 10 the generator has failed; or
- a battery state of charge exceeds a maximum desired level.